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[illegible]

have the whole in running condition by 1960, and of course this, along with the rest, and we will only put the cars on the thirteen miles of road between the point of the intersection of the Tennessee end of the Henderson and Nashville road before that time. This, however, we will do by May next. Our tardiness in preparing the first thirty miles may be attributed, to a great extent, to the fact that we occupy the middle section of the line, when considered as a through road, and the impolicy of expending our capital at the ex-

pense of our interest account until the two ex-  
 tremities had approached to within a reasonable  
 point of completion, and not, as you seem to think,  
 to an indisposition to connect with Memphis. The  
 fact that we have expended and are now expend-  
 ing large amounts of money, and that we have  
 made terms of consolidation with the Memphis  
 company, would preclude any such conclusion.—  
 Our Memphis friends, at any rate, are satisfied.  
 We do not fear honorable rivalry with either of  
 our more ambitious and nonpareil neighbors.

Memphis and Louisville. The energy and enterprise of our commercial men has built up a trade for us, which they believe they can hold, if not enlarged, even when in railway connection with Memphis and Louisville, and we feel none of that nervous jealousy which so often forms the basis of neighboring towns and cities.

Having thus shown you our ability to reach Paris on the one side, and the Tennessee river on the other, it only remains to show you our means to fill up the gap of twenty-six miles [26], between these two points. The country through which the road line has been located renders us construction comparatively easy and cheap.

FROM TENNESSEE RIVER TO PARIS

Cost of road bed ready for iron \$160,000

Tennessee river bridge	175,000
Twenty-six miles of iron at \$5.00 per mile	1,300.00
Chains, spikes, laying track, \$1.000 per mile	26,00
Total, from Tennessee River to Paris	\$427,000
MEANS APPLICABLE TO THE ABOVE.	
State aid, M. C. & L. R. R., for Tenn. br'ge, \$100,000	
State aid, N. & N. Western for Tenn. bridge, 100,00	
State aid, for iron, \$15,000 per mile,	260,000
Total cost,	\$460,000
Deficit,	\$37,000

This twenty-six miles of road, let it be borne in mind, is a common track not only for our two companies, but for the northwestern company, which road, as you are doubtless aware, begins at Hickman, in Kentucky, thence to Paris, thence on this common track to the Tennessee river, crossing at the same point with our

the same point with us, and on the same bridge, and by an act of our last Legislature, this company is authorized to unite its bridge aid with ours and to have the same line of road as far as we go together, upon such terms as the companies may agree, and we have agreed thus to unite our bridge aid, and each to build one half the road bed. By our articles of consolidation with the Memphis and Ohio Railroad Company they, too, became bound to furnish their proper share. Thus you see these companies combining and uniting their strength.

Turning upon this point, taking into the estimate fifty thousand dollars of individual stock pledged to us by reliable and wealthy citizens of Henry county, the revenue of the Memphis and Ohio and our company, of the Northwestern company, and without using a mortgage or income bond, there remains a deficit of thirty-seven thousand dollars. I think you will concede with me that this deficit is more imaginary than real.

Thus you see from the very beginning of the

enterprise to the present time we have thought of no other connection but with your city, and no one has done more to fix this policy than the president of your company, and while he has declared to us his determination to bring the main stem of the Louisville and Nashville road to a reasonable point of completion, and to expect of us the same reasonable showing of progress in Tennessee, before he would commence the Bowling Green branch, he has never failed to assure us that when this should be the case, Kentucky would do her part

cheerfully and in good faith. We have already suffered much from the delay in commencing this link in the great chain of connection. Our bonds have been sacrificed, our stock has depreciated, our credit has suffered under it, and our road has been ridiculed as one beginning in the woods and ending in a hollow tree but we have been patient, wishing to pursue our other connection. Still because we believed it to our interests, and above all other considerations, we feel that our capital and energy should be so directed as to contribute to

build up at least one great emporium of trade on the Ohio and in the limits of a slave-holding State and it is not only a matter of policy but of good faith, that the different links should be completed as nearly simultaneously as possible, so that the proceeds of the road may become not only a means of paying accruing interest, but I have no doubt in our case a source of compensating dividend to the stockholders. It is to me somewhat strange that Gov. Helm should be complained of by a citizen of Louisiana because of the interest

he takes in this branch. He is the president of both and is in the line of his duty in giving attention to both or either; and which, let me ask you, is of most advantage to your city, a road connecting her with the Mississippi, and running for two hundred and sixty miles through the most fertile and populous portions of Tennessee and Kentucky, or one from Bowling Green to Nashville? As a stockholder in the main trunk, looking to dividends alone, would you not consider it to be his imperative duty to secure a link which con-

nects it with so important a feeder? That a newspaper published in Nashville should make this complaint, is not at all strange. It is obvious to any one that unless we get this branch, we must come to your road, (by way of the Henderson road), at Nashville, and pay the daily tribute of our traffic, and travel to this growing and prosperous city, and a connection with the Ohio at Henderson, by way of the Kentucky end of that road. To quiet any apprehension that we would discriminate against your

trade, we refer you to our charter, in which you find provision made for the consolidation of the stock of your road with ours, making them one company and one road; and I submit, if, to pre-suppose illiberality and injustice on our part, is not both illogical and uncharitable. But, sir, I cannot any longer tax your courtesy, and the patience of your readers; and with the correction of one other error, I will conclude. You state the distance of the road line from Bowling Green to Memphis at 225 miles. This is incorrect. It is 240.—[See 25

I have thought it my duty thus to point out the errors contained in your two editorialists referred to. That they were inadvertent, does not deprive them of power to injure our enterprise, particularly when circulated through a journal occupying the position which yours does in Kentucky. As to the question of the issuance of your city bonds, I have nothing to say.

I have nothing to say. I am not acquainted with your local policy—and even if I was, and my influence could by any means be felt in the decision of the issue, it would ill become me, a citizen of another State, to interfere. My purpose will be accomplished if I prevent any injury to the road which I have in charge, growing out of the discussions you are now having in relation to your city bonds. Very resply, your obt'ser vt.

WM. A. QUARLES.

lectures in the medical and law departments of the university, commenced yesterday, to full and intelligent classes. We understand that there are more flattering prospects for the ensuing fall and winter sessions, than have been known for some years. This is gratifying intelligence.—Both of these schools are admirable institutions, taught by accomplished and distinguished pro-

professors, and having the amplest conveniences and appointments—large libraries, and other necessities required by students.

The law school opened with a fine class, the new professor, John Preston Jr., making the introductory address. It was one of the most admirable ever listened to in that school, and this is saying much for it. Indeed it was so learned, and so plain, and so filled with original strong think-

The other professors, Judges Pirtle and Bullock, are so well known as able jurists, that they need no commendation from us. Under their instruction a numerous corps of attorneys have been educated, who are now filling eminent stations in the public service.

**DIED,**

On Monday, the 4th inst., FLORENCE, youngest daughter of Wm. C. and Clarissa Ann Kennedy, aged 3 years.

The friends of the family are invited to attend the funeral from the residence, on Brooklyn street, near Fourth, to-day (Tuesday) at 2 o'clock P. M.











